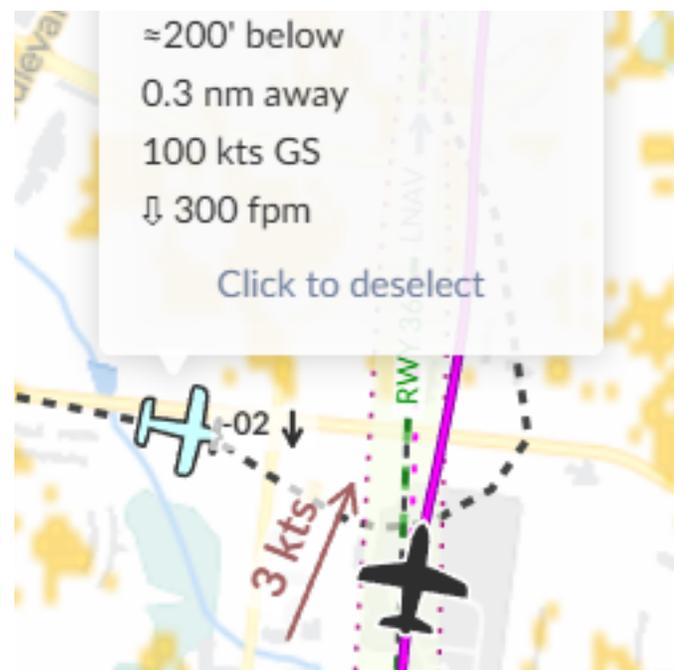


# SAFETY SUMMARY

FEBRUARY 2026

## EVENT DEBRIEF: TRAFFIC PATTERN CONFLICT

During a multi flight, a Seminole crew was returning to KMBT on an RNAV approach when a non-MTSU aircraft turned base. The MTSU crew called a 2nm final shortly before the non-MTSU aircraft called a base and turned, leading to the MTSU crew executing an immediate go-around. The non-MTSU aircraft did not have the MTSU crew in sight until they had climbed into the upwind to land through the pattern. The closest the two aircraft got was within 0.3nm laterally and 200ft vertically.



## CONTRIBUTING FACTORS & TAKEAWAYS

- The MTSU aircraft reported being “used to people extending downwind for RNAV traffic,” especially as they were roughly abeam the traffic that turned base.
- This event highlights the role of **expectation bias**. When pilots expect other aircraft to behave in a certain way, it can influence decision-making and delay recognition.
- Multiple aircraft were established on Downwind. It is important to remember that **VFR aircraft conducting instrument approaches do not have right of way**. If spacing becomes uncertain, breaking off and reestablishing in the pattern is the safest option.



# SAFETY PERFORMANCE DATA

We've received **68 reports** this year, and **49 in February!** This is an excellent demonstration of participating in positive safety culture and adding value to our Safety Management System! This month, aircraft proximity and exceedances dominated reporting.

## Flight Data Analysis

Simulated emergency landings shall be conducted on dual flights only and shall **terminate at or above 500 feet AGL**, unless making a landing at an authorized airport.

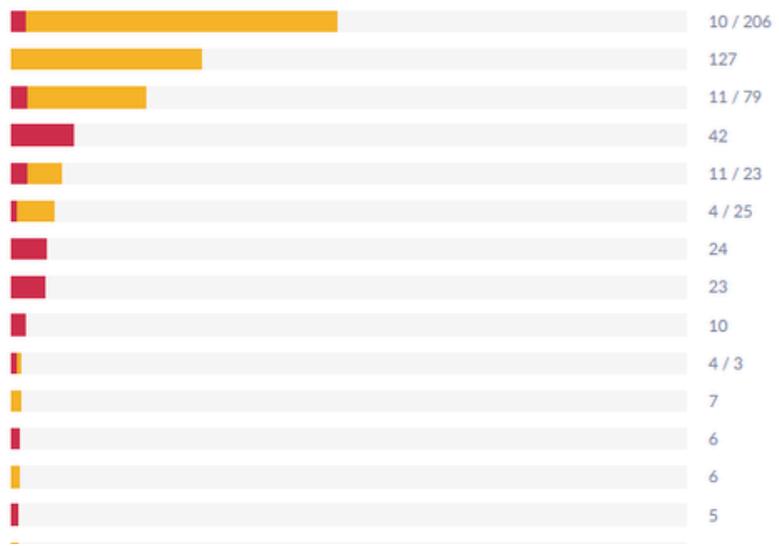
According to NTSB Reports, since 2015, **34% of fatal instructional accidents have been stall-related**. Of those stall-related accidents, **44% occurred on takeoff**

### Precursors to a stall:

**Low Airspeed**, high pitch attitude, mismanagement of energy

### All flags by type

- Low IAS in takeoff climb
- Side-Loaded Landing
- Low Height AGL
- Far from centerline in takeoff roll
- Traffic in proximity
- Low IAS on approach
- Approach with METAR wind gust speed > 25 kts
- Takeoff with METAR wind gust speed > 25 kts
- Near Stall <1500' AGL
- High CHT
- Low Remaining Runway at liftoff
- Traffic in straight line proximity
- High Pitch when flying low
- Far from centerline at touchdown



From the Private & Commercial ACS: (PA.VII.C.S2 & CA.VII.C.S2): Select an entry altitude that allows the **Task to be completed no lower than 1,500 feet above ground level (AGL)** (ASEL, ASES) or 3,000 feet AGL (AMEL, AMES).

# FEBRUARY REPORT SUMMARIES

**The following report summaries have been redacted and reworded to preserve submitter confidentiality.**

*The Department of Aerospace is committed to maintaining a positive safety culture, one in which error is seen as inevitable and admission of errors results in productive dialogue and learning opportunities for all. Some of the report summaries below include errors in checklist usage, policy compliance issues, and procedural deviations. Report submitters range in age and experience level from student pilots to senior management. The hazardous attitude of invulnerability may lead us to believe that we are incapable of making the same mistakes, but please fight complacency and diligently adhere to the policies and procedures designed with your safety in mind.*

- While taxiing out of their parking spot, a DA40 crew discovered one of their tie downs was still tied. The tie down ring detached from the wing, but was reattached. Later during the postflight it detached again.  
**Always perform a final 360 inspection before starting up!**
- While taking off, an MTSU crew experienced a proximity event with a non-MTSU aircraft. The non-MTSU aircraft reported a mid-field flyover for 18 when runway 36 was in use. The non-MTSU aircraft noticed the MTSU crew holding short of 36, asked if they wanted to take off before they landed, and then continued into a pattern for 18 after the MTSU crew departed 36. The MTSU crew deviated on takeoff to avoid the non-MTSU aircraft.
- During a checkride ferry a crew entered right traffic for an airport with a left traffic pattern. The crew cited fatigue, time pressure, and a hazy atmosphere as factors in the pattern confusion, as well as traveling to an unfamiliar airport.  
**§91.126b All turns should be left, unless otherwise charted**
- After initiating a go-around, an MTSU crew experienced close proximity to several aircraft in or entering the traffic pattern. The crew extended their upwind to avoid established traffic, then turned crosswind after spotting an MTSU aircraft on the 45 entry. After turning downwind the crew realized that the MTSU aircraft was close behind and they received a traffic annunciation.
- An MTSU crew turned into the base leg of the traffic pattern and toward another MTSU aircraft on the RNAV approach. Both crews broke off and maneuvered to reenter the pattern. The reporting crew emphasized keeping up with a strong visual scan and checking traffic readouts in the plane to stay situationally aware.
- During a preflight an MTSU crew discovered that one of their wingtips was scuffed. They contacted the on call manager.  
**A quick post flight inspection can help prevent later crews from discovering issues.**
- While recovering from slow flight a DA40 crew oversped their flaps. The issue was promptly fixed and the crew inspected the flaps for damage after landing.
- An MTSU crew was practicing ground reference maneuvers when they found themselves in close proximity to terrain. The crew was in an area with rolling hills and valleys, and took their height above the ground in one of these valleys, not considering the hills. The crew discussed choosing better areas for maneuvers, and keeping an eye on the terrain around them.

# AEROSPACE

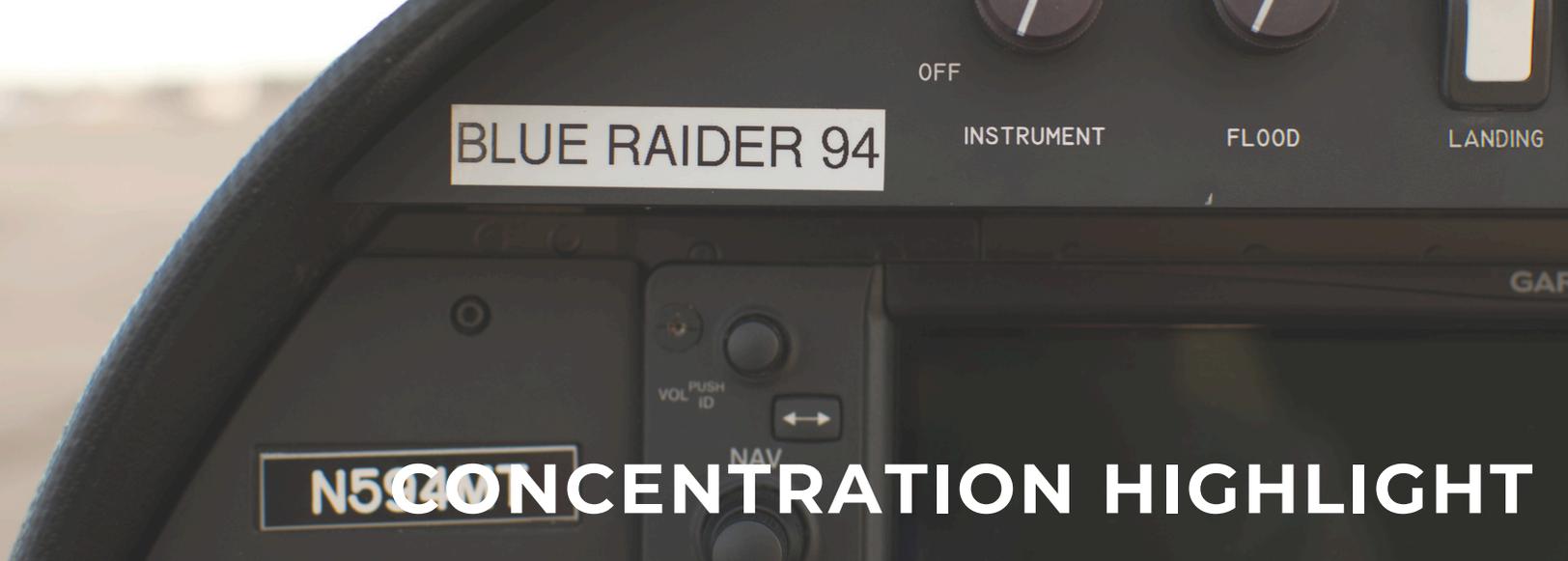
- An MTSU aircraft was observed exiting the traffic pattern at SYI at 300ft AGL.  
**Ops Manual 5.11.2: Departures are expected to climb to traffic pattern altitude before turning on course**
- 3 MTSU crews found themselves in unforecast icing conditions in February. Each crew reported entering unforecasted precipitation in negative temperatures. All crews noticed the precipitation and elected to descend and land, and did not note any ice accumulation during their postflight inspections.
- While performing their runup, an MTSU crew noticed one of the fuel truck's grounding cables and chocks dragging behind it. After stopping at a row of aircraft to fuel, the ground ops worker noticed this secured the cable and chocks.
- After landing an MTSU crew was informed by ground ops that they had experienced a possible tail strike. The crew reported not feeling any indications, and the tail did not show signs of damage. The crew emphasized being careful of rounding out high and landing with excessive pitch up.

***The safety program covers all operational areas of the department! Thank you for sharing your concerns and recommendations using the safety reporting link!***

## Reporter OF THE MONTH



LOGAN HUSKEY



## Part 147 Maintenance: Pursuing Safety

In 2025 our Part 147 maintenance team implemented several safety improvements, entering 2026 with a mind for safety!

- Chain link fences for engine run-up bays
- Established a hazardous waste program to keep waste away from regular trash
- Enacted policies requiring toolboxes to be labeled with a name and phone number
- Updated and digitized their safety data sheets
- Introduced a new lockout-tagout kit to control energy sources during maintenance operations
- Obtained a new CO2 fire extinguisher for the engine run-up bays





# UPDATES & REMINDERS

## INSTRUCTOR SAFETY COUNCIL

Spring  
2026

Wednesday 3/18 @ 7PM  
AIR100 at KMBT  
OR virtual

*You're  
invited*

## STUDENT SAFETY COUNCIL

Spring  
2026

Thursday 3/26 @ 6PM  
AIR100 at KMBT

